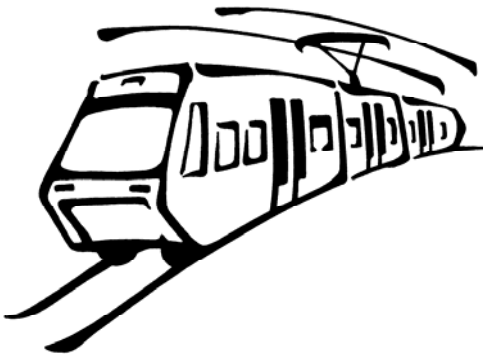
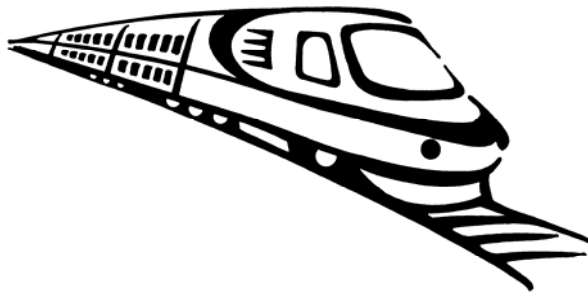




**SOUNDTRANSIT**

Central Puget Sound  
Regional Transit Authority



**Quarterly Financial Report**  
**Fourth Quarter 2007**  
**December 31, 2007**

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**Fourth Quarter 2007**  
**Quarterly Financial Report**

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**TO:** Board of Directors

**FROM:** Joni Earl, *Chief Executive Officer*  
Brian McCartan, *Chief Financial Officer*

**SUBJECT:** Fourth Quarter 2007 Financial Report

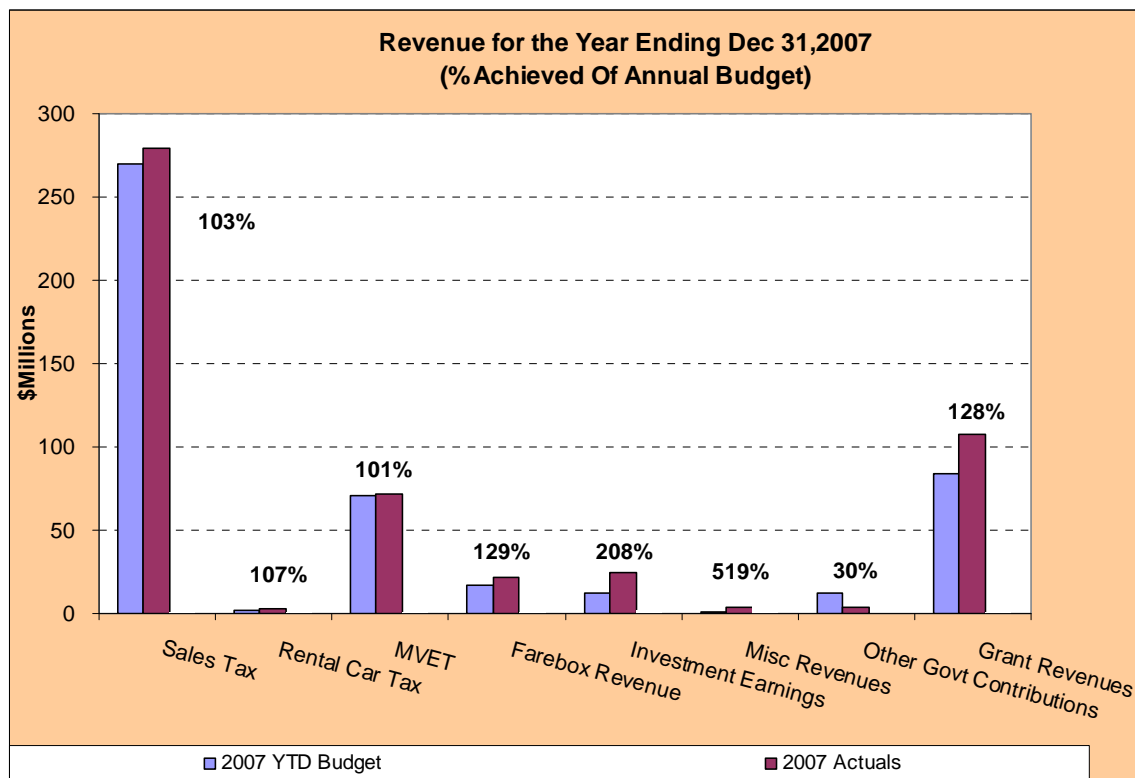
## Executive Summary

This report summarizes Sound Transit's 2007 financial performance for revenues, transit operations, capital outlays and staff operations for the fourth quarter. The discussion and graphs below summarize the budget and financial results, followed by detailed financial data, notes assessing the agency's performance to budget and summarized subarea information.

**These results, while substantially finalized, are based on preliminary year-end financial information not yet subject to audit, and not all year-end financial adjustments have been reflected in these results.**

### Revenues

The total agency revenues for the year ended December 31, 2007 of \$515.2M, were above the full year budget by \$46.4M or 9.9% due to federal revenues, local tax receipts, and increased investment income. Federal grant revenues were \$107.3M or 28% above budget at the end of the year and fourth quarter, reflecting the execution and substantial drawdown of the FFGA appropriations. Tax revenues at \$353.4M exceeded budget by \$10.5M or 3.0% and investment earnings of \$25.0 M exceeded budget by \$12.0M or 107.7%. The higher investment revenues reflect a higher than forecasted short term interest rate and higher cash balances. Farebox revenues, at \$21.7M, were \$4.9M or 28.8% over budget.

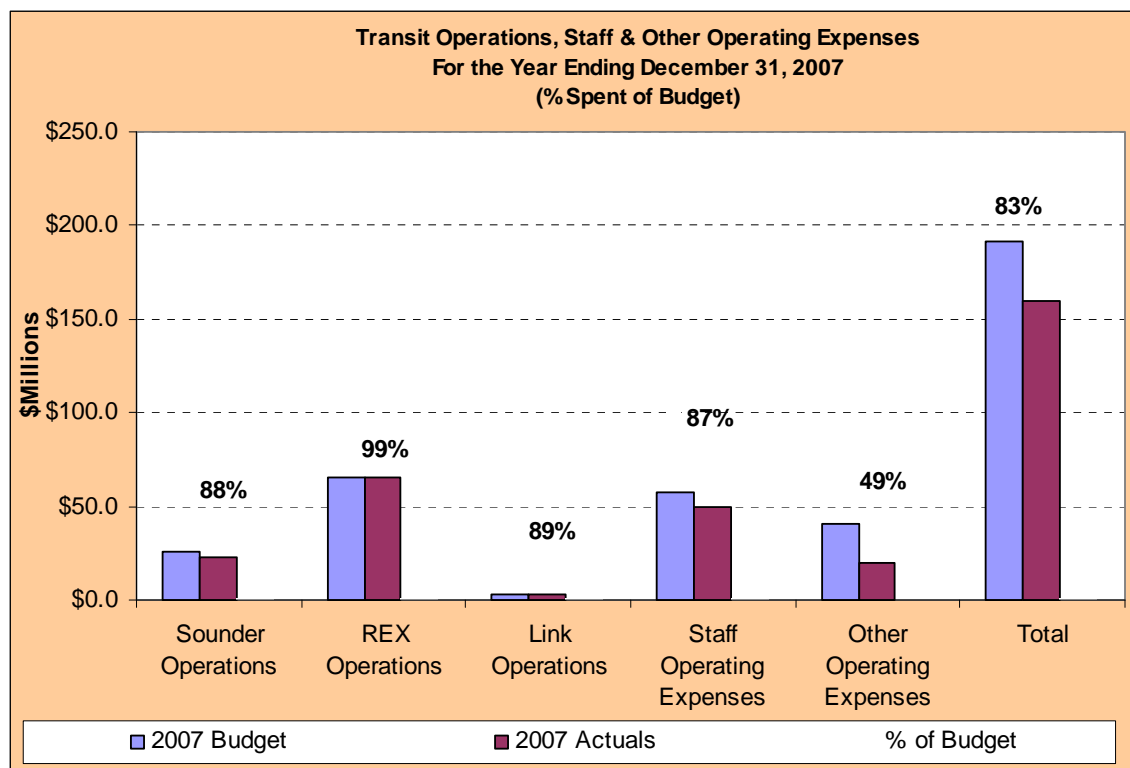


## Expenses

Total agency expenses of \$169.4M were below the full year budget by \$38.7M or 19%, primarily in transit operations and regional fund and other operating expenses. Transportation Services direct operating expenses as a percent of budget were: Sounder 88%, ST Express 99% and Tacoma Link 89%. Most of the overspending occurred in the services and depreciation categories and was impacted by the timing of vehicle and facility maintenance that occurred later than anticipated.

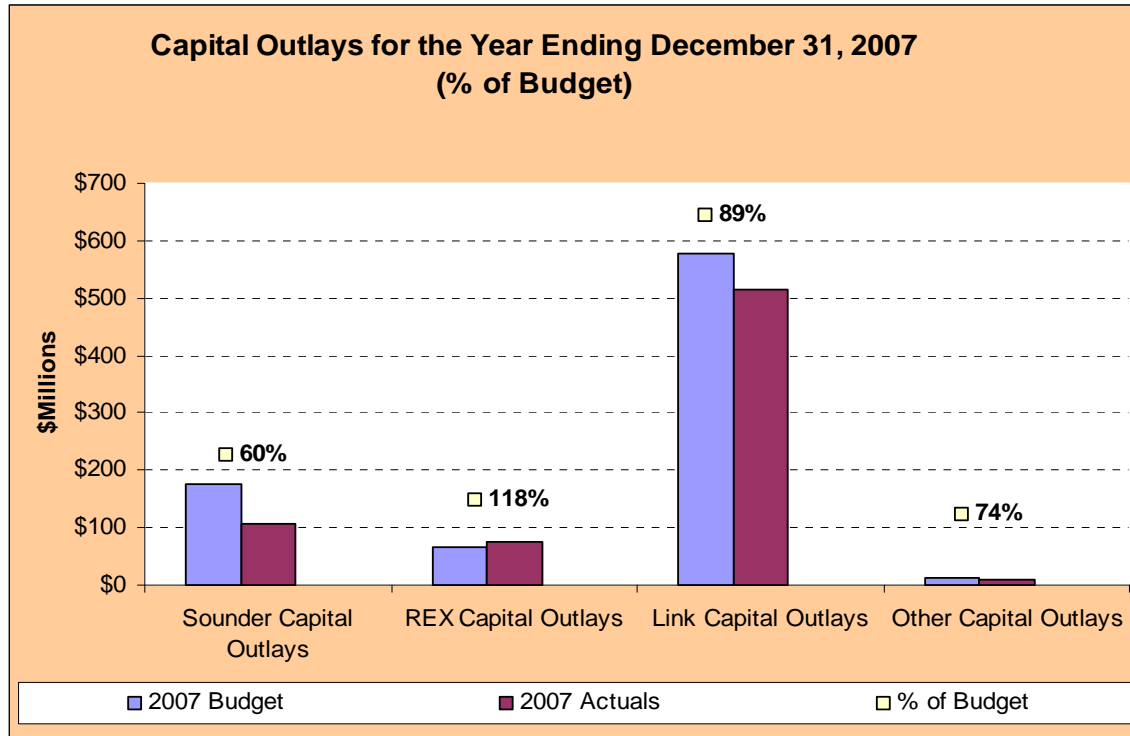
Staff operating expenses of \$19.4M, after transfers, were \$2.0M or 10% under budget for the year. Headcount was also proportionally lower throughout the year.

Other operating expenses of \$19.8M include Regional Fund projects, Community Development Fund expenditures, debt-service costs and non-capitalizable costs. These costs were under budget by \$20.7M primarily due to less than expected Phase Two Planning costs, as less extensive analysis was required for the period between the Draft and Final ST2 Plans.



## Capital Outlays

Total agency capital outlays of \$704.9M were 89% of the year to date budget. Sounder project expenditures of \$105.2M were 60% of budget reflecting lower than anticipated construction spending. With delays experienced in the D Street-to-M Street, Seattle-to- Tacoma Track and Signal projects and Everett Station. ST Express project spending was substantially on budget at \$75.7M or 118%. Link project expenditures were also substantially on budget at \$515.1M or 89%. Other Capital of \$9.0M was 74% of the year to date budget reflecting delays in art projects at Link Stations and delays in timing of when Smart Card project costs are incurred. Included in the fourth quarter of 2007 was \$3.8M of bus purchases.



## Summary Income Statement

The table below summarizes the annual revenues and expenses for the year ending December 31, 2007. Overall, agency net income before contributions to other governments ended the year \$85.1M above budget. This variance is made up of a \$46.4M positive variance for the year in total revenues in addition to \$38.7M in lower expenses. The main categories contributing to the positive variances are federal grant revenues and lower than budgeted transit operations, regional fund, and other operating expenses.

The \$114.9M in transfers to other governments include \$70.6M with the completion of the Totem Lake Freeway Station, \$8.0M for Canyon Park Freeway Station and \$16.4 for Reservation Freighthouse Square, as well as various other contributions to other governments. While spending on projects is budgeted as part of capital outlays, upon completion they are expensed if ownership transfers to another government, or capitalized, if ownership continues with Sound Transit.

### Income Statement

For the Year Ending December 31, 2007

Budget to Actuals

	Q1 Actuals	Q2 Actuals	Q3 Actuals	Q4 Actuals	Annual 2007 Actuals	Annual 2007 Budget	Annual Actuals to Annual Budget (over)/under	Annual Actuals as % of Annual Budget
<b>REVENUES</b>								
Tax Revenues	78,662,957	88,076,226	93,388,805	93,222,996	353,350,984	342,843,890	10,507,094	103%
Farebox Revenues	4,115,644	5,231,270	5,077,332	7,325,321	21,749,568	16,886,645	4,862,923	129%
Investment Income	7,717,867	6,662,160	5,420,015	5,179,100	24,979,142	12,026,892	12,952,250	208%
Other Miscellaneous	791,270	1,088,416	913,252	1,349,884	4,142,821	798,360	3,344,461	519%
State & Local Contributions	76,063	886,027	286,652	2,498,996	3,747,739	12,465,732	(8,717,993)	30%
Federal Grants	3,484,289	25,246,812	52,617,020	25,925,087	107,273,208	83,833,248	23,439,960	128%
<b>TOTAL REVENUES</b>	<b>\$ 94,848,090</b>	<b>\$ 127,190,912</b>	<b>\$ 157,703,076</b>	<b>\$ 135,501,384</b>	<b>\$ 515,243,462</b>	<b>\$ 468,854,767</b>	<b>\$ 46,388,695</b>	<b>110%</b>
<b>EXPENSES</b>								
Net Staff Operating Divisions	\$ 4,451,247	\$ 5,050,178	\$ 4,746,462	\$ 5,112,533	\$19,360,421	\$ 21,438,449	\$2,078,028	90%
Transit Operations	30,356,874	32,037,401	33,022,208	34,884,399	\$130,300,882	146,256,611	15,955,729	89%
Regional Fund & Other Operations	1,587,716	3,573,127	4,348,935	2,982,801	\$12,492,579	28,914,638	16,422,059	43%
Community Development Fund	30,708	405,241	512,840	160,774	\$1,109,563	1,691,516	581,953	66%
Debt Service	64,779	65,806	66,234	2,216	\$199,035	1,940,447	1,741,413	10%
Non-Capitalizable LOB expenses	515,503	2,185,552	2,011,692	1,290,216	\$6,002,963	7,963,595	1,960,632	75%
<b>TOTAL EXPENSES</b>	<b>\$ 37,006,828</b>	<b>\$ 43,317,306</b>	<b>\$ 44,708,370</b>	<b>\$ 44,432,939</b>	<b>\$ 169,465,443</b>	<b>\$ 208,205,256</b>	<b>\$ 38,739,813</b>	<b>81%</b>
<b>EXCESS REVENUE OVER EXP.</b>	<b>\$57,841,262</b>	<b>\$83,873,606</b>	<b>\$112,994,706</b>	<b>\$91,068,445</b>	<b>\$345,778,019</b>	<b>\$260,649,511</b>	<b>\$85,128,508</b>	<b>133%</b>
Transfers to Other Governments	-	13,601,473	18,585,177	82,678,199	114,864,849	76,000,000	(38,864,849)	151%
<b>NET REVENUE OVER EXP.</b>	<b>\$ 57,841,262</b>	<b>\$ 70,272,133</b>	<b>\$ 94,409,529</b>	<b>\$ 8,390,246</b>	<b>\$ 230,913,170</b>	<b>\$ 184,649,511</b>	<b>\$ 46,263,659</b>	<b>125%</b>



## Summary of Net Assets

The following table summarizes assets and liabilities at the end of the year and fourth quarter and provides comparative data for 2006. Total assets increased by \$683.6M from the same period in 2006 and liabilities increased by \$452.6M. Current assets, excluding restricted assets, increased by \$155M and reflect the receipt of bond proceeds on the 2007 bond issue, less the expected spend down of available cash and investment balances as payments with respect to the agency's capital program in excess of incoming cash flows. With the strong spending on our capital program since the last bond issue, bond proceeds were considered spent down upon receipt and accordingly were not restricted. The strong spending on our capital program is evidenced by the amount invested in capital assets, which increased by \$230.9M reflecting the activity on capital programs, particularly the Link Light Rail Program, as well as amounts spent with respect to completed projects transferred to other governments, which is reflected in Contributions to Other Governments in the Income Statement.

<b>Summary of Net Assets</b> (in millions)			
	<b>As of Dec-07</b>	<b>As of Dec-06</b>	<b>% Change Dec-07 to Dec-06</b>
Current Assets, excluding Restricted Assets	\$ 718.1	\$ 563.1	28%
Restricted Assets	119.4	166.1	-28%
Property, Vehicles and Equipment, Net of Accumulated Depreciation	1,359.7	1,208.1	13%
Capital Projects in Progress	2,029.7	1,558.6	30%
Capital Projects in Progress - non ST	53.5	103.8	-48%
Other Non-Current Assets	70.7	67.9	4%
<b>Total Assets</b>	<b>\$ 4,351.1</b>	<b>\$ 3,667.5</b>	<b>19%</b>
Current Liabilities, excluding Interest Payable from Restricted Assets	148.8	158.4	-6%
Interest Payable from Restricted Assets	29.6	15.0	98%
Long-Term Debt	1,226.3	779.8	57%
Other Long-Term Liabilities	68.3	67.0	2%
<b>Total Liabilities</b>	<b>1,472.9</b>	<b>1,020.3</b>	<b>44%</b>
Net Assets	2,878.2	2,647.3	9%
<b>Total Liabilities and Net Assets</b>	<b>\$ 4,351.1</b>	<b>\$ 3,667.5</b>	<b>19%</b>
Invested in Capital Assets, Net of Related Debt	2,205.7	2,085.8	6%
Restricted Net Assets	109.0	131.6	-17%
Unrestricted Net Assets	563.5	429.9	31%
<b>Total Net Assets</b>	<b>\$ 2,878.2</b>	<b>\$ 2,647.3</b>	<b>9%</b>

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## **FINANCIAL DETAIL**

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## Revenue

### Revenue Summary

#### Agencywide Revenues

For the Year Ending December 31, 2007

Budget to Actuals

	Q1 Actuals	Q2 Actuals	Q3 Actuals	Q4 Actuals	Annual 2007 Actuals	Annual 2007 Budget	Annual Actuals over/(under) Annual Budget	Annual Actuals as % of Annual Budget
<b>REVENUE SOURCES</b>								
Retail Sales and Use Tax	61,290,601	68,783,880	73,249,745	75,571,089	278,895,315	269,574,264	9,321,051	103%
Rental Car Tax	406,988	586,176	963,876	417,768	2,374,808	2,221,611	153,197	107%
Motor Vehicle Excise Tax	16,965,367	18,706,170	19,175,183	17,234,140	72,080,860	71,048,015	1,032,845	101%
Farebox Revenue	4,115,644	5,231,270	5,077,332	7,325,321	21,749,568	16,886,645	4,862,923	129%
Investment Income	7,717,867	6,662,160	5,420,015	5,179,100	24,979,142	12,026,892	12,952,250	208%
Miscellaneous Revenues	791,270	1,088,416	913,252	1,349,884	4,142,821	798,360	3,344,461	519%
<b>OTHER FINANCING</b>								
Local & State Contributions	76,063	886,027	286,652	2,498,996	3,747,739	12,465,732	(8,717,993)	30%
Federal Grants	3,484,289	25,246,812	52,617,020	25,925,087	107,273,208	83,833,248	23,439,960	128%
<b>TOTAL SOURCES</b>	<b>\$ 94,848,090</b>	<b>\$ 127,190,912</b>	<b>\$ 157,703,076</b>	<b>\$ 135,501,384</b>	<b>\$ 515,243,462</b>	<b>\$ 468,854,767</b>	<b>\$ 46,388,695</b>	<b>110%</b>

#### Revenue Notes

**Retail Sales and Use Tax** exceeds the 2007 full year budget by \$9.3M or 3.5% reflecting stable growth in economic activity in the region.

**Rental Car Tax** is over the full year budget by \$153K or 7%.

**Motor Vehicle Excise Tax** is substantially on the full year 2007 budget up \$1.0M, or 1.4%.

**Farebox Revenues** exceed the 2007 budget by \$4.8M, or 29%. The growth in ridership continues as more and more commuters look to public transportation, helped by a stable regional economy, higher fuel costs, and increased service provided.

**Investment Income** exceeds the full year budget by \$12.9M or 108% and is \$3.34M or 519% over the year-to-date budget. The positive variance is caused mainly by higher than forecasted cash balances along with a higher level of interest rates. The investment portfolio was decreasing through the Fourth Quarter in size as maturing investments are being used to fund capital projects with excess cash going to the state investment pool. However, a \$450M bond sale in December substantially increased agency cash balance.

**Miscellaneous Revenues** exceeds the full year 2007 budget by \$3.3M or 419%. The largest contributor to the positive variance is Sounder revenue vehicle rental income of \$1.8M, which was not budgeted for in 2007 as it was anticipated that all rental vehicles would be returned by the end of 2006. Also included in this category is advertising on ST Express buses and rental property income and user license fees, which also were higher than planned. Advertising revenues have been strong in 2007 as the agency has been more aggressive in soliciting advertising on its fleet, and rental income reflects income from residential tenants for properties acquired related to University Link.

**Local, State and Federal Grants** State and local contributions are below the full year budget by \$8.7M or 70% primarily because of the timing of utilizing Land bank contributions. Local Contributions include contributions to the Community Development Fund and Local Grants for stations and projects. The State contributions include grants as well as Land Bank contributions. However included in the fourth quarter were \$2.4M contributions from the Washington State DOT Rail Office and \$1M contributions from the City of Seattle to the Community Development Fund. Federal grants are above the full year budget by \$23.4M or 28% and above the fourth quarter budget by \$23.4M or 28%. Execution of an FTA grant for University Link, along with continuing draw-downs on Initial Segment FFGA and Airport Link were significant factors.

## Summary Operations and Capital Outlays

### Capital Outlays by Line of Business

For the Year Ending December 31, 2007

Regional Express, Sounder, Link, & Other

Current Year 2007

	2007 Adopted Capital Plan	Annual Capital Plan	Annual Actuals	Annual actuals (over)/under Annual Budget	Annual actuals as % of Annual Budget
	<i>a</i>	<i>b</i>	<i>c</i>	<i>[b - c]</i>	<i>[c/b]</i>
Sounder Commuter Rail	176,011,265	176,011,265	105,191,999	70,819,266	60%
Link Light Rail	576,554,062	576,554,062	515,083,526	61,470,536	89%
Regional Express	64,392,220	64,392,220	75,671,274	(11,279,054)	118%
Other Capital	12,129,995	12,129,995	8,992,593	3,137,402	74%
<b>TOTAL</b>	<b>\$ 829,087,542</b>	<b>\$ 829,087,542</b>	<b>\$ 704,939,391</b>	<b>\$ 124,148,151</b>	<b>85%</b>

### Lifetime Capital Plan

	Adopted Capital Plan	Life-to-date Outlays	Remaining Contract	Budget Remaining	% Spent and Committed
	<i>d</i>	<i>e</i>	<i>f</i>	<i>[d-(e+f)]</i>	<i>[(e+f)/d]</i>
Sounder Commuter Rail	1,219,967,642	971,943,725	33,234,576	214,789,341	82%
Link Light Rail	4,107,234,744	2,088,167,451	309,038,795	1,710,028,498	58%
Regional Express	785,241,557	541,086,035	44,736,201	199,419,322	75%
Other Capital	376,016,806	136,961,931	10,197,364	228,857,511	39%
<b>TOTAL</b>	<b>\$ 6,488,460,748</b>	<b>\$ 3,738,159,142</b>	<b>\$ 397,206,935</b>	<b>\$ 2,353,094,672</b>	<b>64%</b>

### Combined Transit Operations Summary

For the Year Ending December 31, 2007

ST Express, Sounder, Link, & MIP

	Q1 Actuals	Q2 Actuals	Q3 Actuals	Q4 Actuals	Annual Total Actuals	Annual 2007 Budget	Annual Actuals to Annual Budget (over)/under	Annual Actuals as a % of Annual Budget
<b>Revenues</b>								
Passenger Fares	4,115,644	5,231,270	5,077,331	7,325,322	21,749,567	16,886,645	4,862,922	129%
Other Operating Revenues	661,980	786,106	1,078,326	346,994	2,873,406	515,892	2,357,514	557%
<b>Total Operating Revenues</b>	<b>\$ 4,777,624</b>	<b>\$ 6,017,376</b>	<b>\$ 6,155,657</b>	<b>\$ 7,672,316</b>	<b>\$ 24,622,973</b>	<b>\$ 17,402,537</b>	<b>\$ 7,220,436</b>	<b>141%</b>
<b>Direct Operating Expenses</b>								
Salaries & Benefits	514,184	507,828	507,324	507,332	2,036,668	2,097,118	60,450	97%
Services	2,590,922	3,291,068	3,539,229	4,950,429	14,371,647	17,202,971	2,831,324	84%
Materials & Supplies	569,203	587,127	521,739	789,528	2,467,596	3,026,959	559,363	82%
Insurance	416,637	418,848	422,728	267,501	1,525,714	2,381,858	856,144	64%
Purchased Transportation Svcs	16,423,200	16,803,141	17,226,516	17,595,230	68,048,087	67,767,316	(280,771)	100%
Miscellaneous Expenses	46,841	69,752	320,164	310,918	747,675	575,347	(172,328)	130%
Leases & Rentals	110,888	(2,971)	39,840	39,287	187,044	370,906	183,862	50%
Other Expenses	183,940	425,277	563,590	467,856	1,640,662	1,319,195	(321,467)	124%
<b>Total Direct Operating Expenses</b>	<b>\$ 20,855,815</b>	<b>\$ 22,100,069</b>	<b>\$ 23,141,129</b>	<b>\$ 24,928,079</b>	<b>\$ 91,025,093</b>	<b>\$ 94,741,670</b>	<b>\$ 3,716,577</b>	<b>96%</b>
Agency Admin Allocations	1,505,737	1,789,867	1,689,740	1,809,695	6,795,038	7,471,689	676,651	91%
<b>Fully Allocated Operating Expenses</b>	<b>\$ 22,361,552</b>	<b>\$ 23,889,936</b>	<b>\$ 24,830,869</b>	<b>\$ 26,737,774</b>	<b>\$ 97,820,131</b>	<b>\$ 102,213,359</b>	<b>\$ 4,393,228</b>	<b>96%</b>
<b>Net Subsidy from Fully Allocated Operations</b>	<b>\$ (17,583,928)</b>	<b>\$ (17,872,560)</b>	<b>\$ (18,675,212)</b>	<b>\$ (19,065,458)</b>	<b>\$ (73,197,158)</b>	<b>\$ (84,810,822)</b>	<b>\$ 11,613,664</b>	<b>86%</b>
Contingency	-	-	-	-	-	5,048,908	5,048,908	-
Depreciation & Amortization	7,995,322	8,147,465	8,191,339	8,146,625	32,480,751	38,994,344	6,513,593	83%
<b>Net Subsidy from Operations after Depreciation and Amortization</b>	<b>\$ (25,579,250)</b>	<b>\$ (26,020,025)</b>	<b>\$ (26,866,551)</b>	<b>\$ (27,212,083)</b>	<b>\$ (105,677,909)</b>	<b>\$ (128,854,074)</b>	<b>\$ 23,176,165</b>	<b>82%</b>
<b>Ridership</b>								
Boardings	3,179,038	3,463,283	3,557,321	3,329,720	13,529,362	12,787,672	741,690	106%
Average Weekday Boardings	43,860	48,220	49,052	46,154	47,927	44,194	3,733	108%

## Sounder Commuter Rail

### Sounder Commuter Rail Transit Operations For the Year Ending December 31, 2007

	Q1 Actuals	Q2 Actuals	Q3 Actuals	Q4 Actuals	Annual 2007 Actuals	Annual 2007 Budget	Annual Actuals to Annual Budget (over)/under	Annual Actuals as a % of Annual Budget
<b>Revenues</b>								
Passenger Fares	934,635	1,765,362	1,471,923	2,243,697	6,415,617	4,805,131	1,610,486	134%
Other Operating Revenues	521,355	520,057	721,131	124,762	1,887,305	225,996	1,661,309	835%
<b>Total Operating Revenues</b>	<b>\$ 1,455,990</b>	<b>\$ 2,285,419</b>	<b>\$ 2,193,054</b>	<b>\$ 2,368,459</b>	<b>\$ 8,302,922</b>	<b>\$ 5,031,127</b>	<b>\$ 3,271,795</b>	<b>165%</b>
<b>Direct Operating Expenses</b>								
Salaries & Benefits	74,440	79,993	76,227	77,379	308,038	317,261	9,223	97%
Services	2,120,843	2,524,761	2,763,262	2,960,408	10,369,274	12,215,096	1,845,822	85%
Materials & Supplies	471,935	477,628	407,252	729,878	2,086,693	2,418,034	331,341	86%
Insurance	338,397	339,853	344,144	361,319	1,383,713	1,899,344	515,631	73%
Purchased Transportation Svcs	1,526,019	1,602,004	1,638,565	2,100,341	6,866,929	7,296,104	429,175	94%
Miscellaneous Expenses	25,925	25,989	38,692	234,698	325,304	233,843	(91,461)	139%
Leases & Rentals	92,193	(25,000)	24,894	21,458	113,545	240,590	127,045	47%
Other Expenses	69,957	263,293	413,928	284,642	1,031,820	787,190	(244,630)	131%
<b>Total Direct Operating Expenses</b>	<b>\$ 4,719,709</b>	<b>\$ 5,288,521</b>	<b>\$ 5,706,963</b>	<b>\$ 6,770,122</b>	<b>\$ 22,485,315</b>	<b>\$ 25,407,462</b>	<b>\$ 2,922,147</b>	<b>88%</b>
Agency Admin Allocations	498,575	593,029	559,866	600,376	2,251,843	2,405,689	153,846	94%
<b>Fully Allocated Operating Expenses</b>	<b>\$ 5,218,284</b>	<b>\$ 5,881,550</b>	<b>\$ 6,266,830</b>	<b>\$ 7,370,498</b>	<b>\$ 24,737,159</b>	<b>\$ 27,813,151</b>	<b>\$ 3,075,992</b>	<b>89%</b>
<b>Net Subsidy from Fully Allocated Operations</b>	<b>\$ (3,762,294)</b>	<b>\$ (3,596,131)</b>	<b>\$ (4,073,776)</b>	<b>\$ (5,002,039)</b>	<b>\$ (16,434,237)</b>	<b>\$ (22,782,024)</b>	<b>\$ 6,347,787</b>	<b>72%</b>
Contingency	-	-	-	-	-	1,369,568	1,369,568	-
Depreciation & Amortization	3,999,435	4,150,243	4,203,781	4,131,649	16,485,108	21,982,561	5,497,453	75%
<b>Net Subsidy from Operations after Depreciation and Amortization</b>	<b>\$ (7,761,729)</b>	<b>\$ (7,746,374)</b>	<b>\$ (8,277,557)</b>	<b>\$ (9,133,689)</b>	<b>\$ (32,919,345)</b>	<b>\$ (46,134,153)</b>	<b>\$ 13,214,808</b>	<b>71%</b>
<b>Ridership</b>								
Boardings	471,539	501,890	579,262	603,961	2,156,652	1,829,786	326,866	118%
Average Weekday Boardings	7,254	7,566	8,333	8,820	8,026	6,965	1,061	115%

**Revenues and Ridership:** Passenger Fares are over 2007 budget by \$1.6M, or 34%. Ridership broke records in the third quarter, with the I-5 shut down in August and an increase in Sounder round-trip services which continued into the fourth quarter. At year end, ridership had increased by 27% as compared to the same period of 2006. Combined with a fare increase on Sounder beginning in June 2007, this record ridership resulted in fare revenues in excess of budget for the year.

Non-transportation revenue, primarily the revenue associated with the leasing of Sounder vehicles to other jurisdictions, is over the budget by \$1.7M. Revenues in this category declined from prior quarter as leased Sounder vehicles were recalled to facilitate the expansion of service.

**Services** were under budget by \$1.8M or 15%. The largest variance was maintenance of vehicles, which was under budget by \$1M. At the time the budget was prepared, the negotiated rates for 2007 maintenance of vehicles were not fully known. Actual rates were below budgeted expectations. Maintenance of stations was under budget by \$519K; discretionary maintenance projects related to electrical upgrades did not take place as anticipated. In addition, provisions for corrective maintenance were not used for 2007. Maintenance of way costs are under budget by \$73K, which was expected, as the ST owned railway is not yet in operational service between Tacoma and Lakewood. Miscellaneous Services are over the budget by \$97k due to a consulting study for Sounder maintenance strategies.

**Materials & Supplies** were under budget by \$331K, or 14%. Fuel costs were under budget 11%. Average fuel prices for the year are below budgeted levels of \$2.40 per gallon. Supplies for marketing materials have been under the budget by \$34K.

**Insurance** was under 2007 budget by \$0.5M or 27%. Claim activity has been favorable with respect to budget.

**Purchased Transportation Services** were under 2007 budget by \$0.4M or 6%. This account mainly consists of payments to BNSF for train operations and related trackage fees. The operation costs associated with the service enhancement started in September increased in fourth quarter, but were still under budget at year end.

**Miscellaneous Expenses** were over 2007 budget by \$0.1M, or 39%. More aggressive advertising and media promotion for additional services for special Mariners and Seahawk sporting events by Sounder on weekends took place in fourth quarter.

**Other Expenses**, including taxes and utilities, were over the budget by \$0.2M, or 31%. This was primarily driven by excise taxes due to increases in fare revenues reflecting strong ridership as well as property tax payments owed to BNSF related to the increased value caused by Sound Transit improvements.

**Agency Admin Allocations** were at 94% of the budget. This account includes the staff operating costs allocated from both corporate and line of business departments. The variance is in line with overall agency budget performance.



**ST Express Transit Operations**  
**For the Year Ending December 31, 2007**

	Q1 Actuals	Q2 Actuals	Q3 Actuals	Q4 Actuals	Annual 2007 Actuals	Annual 2007 Budget	Annual Actuals to Annual Budget (over)/under	Annual Actuals as % of Annual Budget
<b>Revenues</b>								
Passenger Fares	3,181,009	3,465,908	3,605,408	5,081,625	15,333,950	12,081,514	3,252,436	127%
Other Operating Revenues	140,625	265,623	355,937	220,945	983,130	289,896	693,234	339%
<b>Total Operating Revenues</b>	<b>\$ 3,321,634</b>	<b>\$ 3,731,531</b>	<b>\$ 3,961,345</b>	<b>\$ 5,302,570</b>	<b>\$ 16,317,080</b>	<b>\$ 12,371,410</b>	<b>\$ 3,945,670</b>	<b>132%</b>
<b>Direct Operating Expenses</b>								
Salaries & Benefits	47,801	48,025	52,767	28,763	177,356	193,511	16,155	92%
Services	269,794	511,896	457,224	1,659,868	2,898,783	3,667,208	768,425	79%
Materials & Supplies	62,797	78,510	68,621	31,357	241,285	422,125	180,840	57%
Insurance	5,444	5,790	5,616	(167,629)	(150,779)	71,429	222,208	-211%
Purchased Transportation Svcs	14,897,181	15,201,137	15,587,951	15,494,010	61,180,279	60,461,212	(719,067)	101%
Miscellaneous Expenses	17,384	37,286	279,629	70,075	404,374	312,074	(92,300)	130%
Leases & Rentals	18,695	22,029	14,829	17,829	73,382	126,316	52,934	58%
Other Expenses	85,875	131,730	122,949	159,023	499,577	411,076	(88,501)	122%
<b>Total Direct Operating Expenses</b>	<b>\$ 15,404,971</b>	<b>\$ 16,036,403</b>	<b>\$ 16,589,586</b>	<b>\$ 17,293,296</b>	<b>\$ 65,324,257</b>	<b>\$ 65,664,951</b>	<b>\$ 340,694</b>	<b>99%</b>
Agency Admin Allocations	882,728	1,049,104	990,324	1,060,150	3,982,306	4,466,000	483,694	89%
<b>Fully Allocated Operating Expenses</b>	<b>\$ 16,287,699</b>	<b>\$ 17,085,507</b>	<b>\$ 17,579,910</b>	<b>\$ 18,353,447</b>	<b>\$ 69,306,562</b>	<b>\$ 70,130,951</b>	<b>\$ 824,389</b>	<b>99%</b>
<b>Net Subsidy from Fully Allocated Operations</b>	<b>\$ (12,966,065)</b>	<b>\$ (13,353,976)</b>	<b>\$ (13,618,565)</b>	<b>\$ (13,050,877)</b>	<b>\$ (52,989,482)</b>	<b>\$ (57,759,541)</b>	<b>\$ 4,770,059</b>	<b>92%</b>
Contingency	-	-	-	-	-	3,506,547	3,506,547	-
Depreciation & Amortization	3,283,006	3,284,144	3,283,601	3,279,316	13,130,067	14,227,515	1,097,448	92%
<b>Net Subsidy from Operations after Depreciation and Amortization</b>	<b>\$ (16,249,071)</b>	<b>\$ (16,638,120)</b>	<b>\$ (16,902,166)</b>	<b>\$ (16,330,192)</b>	<b>\$ (66,119,549)</b>	<b>\$ (75,493,603)</b>	<b>\$ 9,374,054</b>	<b>88%</b>
<b>Ridership</b>								
Boardings	2,488,056	2,731,431	2,743,802	2,725,759	10,689,048	10,109,460	579,588	106%
Average Weekday Boardings	33,733	37,588	37,689	37,334	36,729	34,394	2,335	107%

**Passenger Fares and Ridership:** Passenger Fares were over the full year 2007 budget by \$3.3M or 27% with ridership increasing by more than 12% over the same period in 2006. Other operating revenues were over the full year budget by \$693K, or 239% due to stronger earnings from advertising revenues. Sound Transit's advertising strategy has become more aggressive in an attempt to leverage the high visibility of the ST Express fleet.

**Services** were at 79% of 2007 budget, with maintenance of stations under budget by 50%, as budgeted maintenance upgrades did not occur as had been budgeted. In addition, provisions for corrective maintenance were not required for 2007. Other variances included marketing costs, which were under budget by 156K and the costs for the Downtown Seattle Transit Tunnel maintenance and debt service, both of which were at 85% of annual budget.

**Materials and Supplies** were under the full year budget by \$181K, or 43%. Marketing materials were substantially on budget, while materials and supplies for facilities were at 33% of the budget. Tools and equipment were at 61%. The largest expenditure in this category was the installation of new bike racks on parts of the fleet in fourth quarter.

**Insurance** was under annual budget by \$222K substantially due to the recovery in 2007 of \$173K for a damaged sewer line at the Bellevue Transit Center.

**Miscellaneous Expenses** were at 130% of annual budget. The primary spending in this category was for the marketing campaigns for the Downtown Seattle Transit Tunnel re-opening in September.

**Lease and Rentals** were under annual budget by \$53K due to the earlier than planned cancellation of a budgeted lease agreement for two additional buses for King County Metro operated services following the completion of the engine retrofit project.

**Other Expenses** were 22% over the annual budget which included utilities and tax. Utilities costs were over the budget by \$42K, of which the largest expenditure in this category was for the electricity costs at Federal Way Transit Center earlier in the year, which brought the costs over the budget. Taxes were over the budget by \$46K, driven by higher excise tax incurred on higher fare revenues.

**Agency Admin Allocations** were at 89% of the Annual budget. This account includes the staff operating costs allocated from both corporate and line of business departments. Under spending in this category is reflective of agency performance on staff budgets.

## Tacoma Link Light Rail

Tacoma Link Transit Operations								
For the Year Ending December 31, 2007								
	Q1 Actuals	Q2 Actuals	Q3 Actuals	Q4 Actuals	Annual 2007 Actuals	Annual 2007 Budget	Annual Actuals to Annual Budget (over)/under	Annual Actuals as % of Annual Budget
Revenues								
Passenger Fares	-	-	-	-	-	-	-	-
Other Operating Revenues	-	426	1,258	1,287	2,971	-	2,971	-
Total Operating Revenues	\$ -	\$ 426	\$ 1,258	\$ 1,287	\$ 2,971	\$ -	\$ 2,971	-
Direct Operating Expenses								
Salaries & Benefits	345,004	332,536	325,735	351,085	1,354,360	1,409,777	55,417	96%
Services	130,101	221,823	209,768	252,173	813,865	876,317	62,452	93%
Materials & Supplies	32,939	30,966	45,866	17,847	127,617	184,200	56,583	69%
Insurance	72,796	73,205	72,967	73,811	292,779	411,085	118,306	71%
Purchased Transportation Svcs	-	-	-	879	879	10,000	9,121	0
Miscellaneous Expenses	507	(16)	131	2,429	3,052	15,800	12,748	19%
Leases & Rentals	-	-	117	-	117	4,000	3,883	3%
Other Expenses	27,825	30,026	26,473	23,966	108,289	120,929	12,640	90%
Total Direct Operating Expenses	\$ 609,172	\$ 688,540	\$ 681,056	\$ 722,190	\$ 2,700,958	\$ 3,032,108	\$ 331,150	89%
Agency Admin Allocations	109,772	130,545	123,240	132,104	495,665	529,000	33,335	94%
Fully Allocated Operating Expenses	\$ 718,944	\$ 819,085	\$ 804,296	\$ 854,294	\$ 3,196,623	\$ 3,561,108	\$ 364,485	90%
Net Subsidy from Fully Allocated Operations	\$ (718,944)	\$ (818,659)	\$ (803,038)	\$ (853,007)	\$ (3,193,652)	\$ (3,561,108)	\$ 367,456	90%
Contingency	-	-	-	-	-	106,833	106,833	-
Depreciation & Amortization	712,881	713,078	703,957	735,660	2,865,576	2,784,268	(81,308)	103%
Net Subsidy	\$ (1,431,825)	\$ (1,531,737)	\$ (1,506,995)	\$ (1,588,667)	\$ (6,059,228)	\$ (6,452,209)	\$ 392,981	94%
Ridership								
Boardings	219,443	229,962	234,257	235,351	919,013	848,426	70,587	108%
Average Weekday Boardings	2,873	3,066	3,030	3,171	3,172	2,835	337	112%

**Ridership:** Ridership was more than 4% higher than the same period of 2006 and was over the forecast for 2007 by 8%. Demand for Tacoma Link service continues to exceed original 2010 forecasts.

**Services** were under budget by \$55K or 4%. Maintenance of facilities and the operations and maintenance facility was under budget by about \$170K; however maintenance of vehicles was under the budget by \$26K. Security costs have been running ahead of budgeted levels as Tacoma Link is covering a share of a security management which had been budgeted under facilities expenses.

**Material and Supplies** were under 2007 Annual Budget by \$57K or 31%. Purchase of radios was determined to be a capital expense for accounting purposes and was capitalized rather than charged to expense.

**Insurance** was under the budget by \$118K or 29%, reflecting lower than budgeted claims activity.

**Agency Admin Allocations** were at 94% of the Annual budget. This account includes the staff operating costs allocated from both corporate and line of business departments.

## Sounder Capital

### Sounder Commuter Rail - Capital Outlays by Phase For the Year Ending December 31, 2007

#### Current Year 2007

Phase	2007 Adopted Capital Plan	Annual Capital Plan	Annual Actuals	Annual actuals (over)/under Annual Budget	Annual actuals as % of Annual Budget
	<i>a</i>	<i>b</i>	<i>c</i>	<i>[b - c]</i>	<i>[c / b]</i>
Agency Administration	5,239,033	5,239,033	3,885,622	1,353,412	74%
Preliminary Engineering	1,322,416	1,322,416	684,907	637,510	52%
Final Design	3,986,563	3,986,563	2,271,943	1,714,620	57%
ROW Acq. & Permits	59,731,781	59,731,781	53,314,900	6,416,881	89%
Construction	105,731,471	105,731,471	45,034,627	60,696,844	43%
Vehicles	-	-	-	-	-
Contingency	-	-	-	-	-
<b>TOTAL</b>	<b>\$ 176,011,265</b>	<b>\$ 176,011,265</b>	<b>\$ 105,191,999</b>	<b>\$ 70,819,266</b>	<b>60%</b>

#### Lifetime Capital Plan

Phase	Adopted Capital Plan	Life-to-date Outlays	Contract Remaining	Budget Remaining	% Spent & Committed
	<i>d</i>	<i>e</i>	<i>f</i>	<i>[d-(e+f)]</i>	<i>[(e+f)/d]</i>
Agency Administration	49,606,600	38,889,712	-	10,716,888	78%
Preliminary Engineering	27,389,595	25,406,096	999,643	983,856	96%
Final Design	33,455,569	28,615,350	1,889,772	2,950,446	91%
ROW Acq. & Permits	355,456,625	345,326,068	1,332,925	8,797,632	98%
Construction	552,719,533	390,743,053	29,012,235	132,964,245	76%
Vehicles	135,443,050	134,504,945	0	938,106	99%
Contingency	65,896,670	-	-	65,896,670	0%
Unabsorbed Overhead		8,458,501	-	(8,458,501)	
<b>TOTAL</b>	<b>\$ 1,219,967,642</b>	<b>\$ 971,943,725</b>	<b>\$ 33,234,576</b>	<b>\$ 214,789,341</b>	<b>82%</b>

## Sounder Capital Notes

**Agency Administration** spending was at 74% of the 2007 budget. This category includes the total line of business and administrative overhead charged to capital projects.

**Preliminary Engineering** spending was at 52% of the 2007 budget, \$638 thousand below the \$1.3 million budgeted for the year. Factors contributing to the lower than expected spending includes:

- D Street-to-M Street Track and Signal was \$602 thousand under budget. Board action in December 2007 selected the preferred alternative. This phase will be closed and remaining phase level budget will be moved to the project contingency.
- Permitting/Environmental Mitigation was \$267 thousand under budget. The current proposed alternative mitigation project will not involve significant preliminary engineering.
- Tukwila Station was \$170 thousand under budget due to protracted contract negotiations with our consultant, which delayed the project start. Work is now underway.
- Lakewood Station was \$328 thousand over budget due to the timing of the re-class of budget and expenses from Rex Project SR512 Park and Ride Expansion to Lakewood Station as part of the 2007 budget process.

**Final Design** spending was at 57% of the 2007 budget, \$1.7 million below the \$4 million budgeted for the year.

- Tukwila Station was \$344 thousand under budget due to protracted contract negotiations which delayed the project start. Work is now underway.

- D Street-to-M Street Track and Signal was \$1.3 million under budget as start of final design has been delayed until the first quarter of 2008 due to the project scope not being determined until December 2007.

**ROW** spending was at 89% of the 2007 budget, \$6.4 million under the \$59.7 million budgeted for the year.

- Permitting/Environmental Mitigation was \$928 thousand under budget due to delays in acquisition of the properties, two closed in January 2008 and the other two should close in the first quarter of 2008.
- Nisqually-Lakewood ROW was \$1.2 million under budget. The final payment has been made and the project will be closed in 2008 which remaining budget transferred to the program reserve.
- D Street – M Street Track and Signal was \$5.3 million under spent. ROW acquisition and final design work had been on hold pending a reevaluation of the preferred alternative. The Sound Transit Board selected a new alignment alternative in December 2007 which will allow the funded activities of ROW acquisition and Final design work to commence while construction funding is pursued for the project.
- South Tacoma Station was \$705 thousand over spent due to higher than expected costs associated with the property acquisition/condemnation.

**Construction** spending was at 43% of the 2007 budget, \$60.7 million under the \$105.7 million budgeted for the year.

- Layover was \$5.4 million under budget. The Lakewood Layover project has been delayed due to delays in the D Street-to-M Street Track and Signal project. In Snohomish County, the Everett Layover project was delayed by protracted and complex negotiations with BNSF for property lease.
- Permitting/Environmental Mitigation was \$4.4 million under budget. Agreements on the construction scope should be in place in the first quarter of 2008; this has delayed the overall spending plan for the project.
- Everett Station was \$4.9 million under budget. Construction was delayed by protracted and complex negotiations with BNSF for property lease.
- Edmonds Station was \$4.6 million under budget. Construction start has been delayed because final design is not complete.
- Seattle-Tacoma Phase II Track and Signal improvements were \$26.1 million under budget. Delayed access to King Street in Seattle and D Street in Tacoma caused overall delay in project spending. In addition, expenditures have come in lower than what was in the contract amounts.
- D Street-M Street Track and Signal was \$1.4 million under budget. Start of final design has been delayed until the first quarter of 2008 due to the project scope not being determined until December 2007
- M Street-to-Lakewood Track and Signal was \$10.8 million under budget. Advertising the project for construction bids has been delayed from 2007 to second quarter 2008 due to coordination of construction with WSDOT and failure of fiber optic companies to relocate.
- Reservation-Freighthouse was \$2.4 million under budget. Project has been completed and will be closed out once final payments have been made. It is expected that much of the remaining budget will not be spent.
- South Tacoma Station was \$5.1 million under budget due to delay in the start of construction. The project was advertised for construction bids, but was subject to protests by two bidders. As a consequence, construction is not expected to begin until February 2008.
- Lakewood Station was \$5.9 million over budget due to contractor being about four months ahead of schedule; however the project is within the lifetime budget.

## Regional Express Capital

### Regional Express - Capital Outlays by Phase For the Year Ending December 31, 2007

#### Current Year 2007

Phase	2007 Adopted Capital Plan	Annual Capital Plan	Annual Actuals	Annual actuals (over)/under Annual Budget	Annual actuals as % of Annual Budget
	a	b	c	[b - c]	[c/b]
Agency Administration	3,405,042	3,405,042	2,347,637	1,057,406	69%
Prelim. Engineering	1,767,301	1,767,301	1,216,092	551,210	69%
Final Design	4,499,481	4,499,481	3,657,392	842,089	81%
ROW Acq. & Permits	3,888,616	3,888,616	1,645,341	2,243,275	42%
Construction	50,831,779	50,831,779	66,804,813	(15,973,034)	131%
Contingency	-	-	-	-	-
<b>TOTAL</b>	<b>\$ 64,392,220</b>	<b>\$ 64,392,220</b>	<b>\$ 75,671,274</b>	<b>\$ (11,279,054)</b>	<b>118%</b>

#### Lifetime Capital Plan

Phase	Adopted Capital Plan	Life-to-date Outlays	Contract Remaining	Budget Remaining	% Spent & Committed
	d	e	f	[d-(e+f)]	[(e+f)/d]
Agency Administration	40,469,621	35,294,122	17,468	5,158,032	87%
Prelim. Engineering	51,300,943	49,149,679	1,773,696	377,568	99%
Final Design	56,563,988	41,274,818	5,606,230	9,682,941	83%
ROW Acq. & Permits	63,055,560	46,157,903	1,924,083	14,973,575	76%
Construction	517,129,444	369,209,514	35,414,725	112,505,205	78%
Contingency	56,722,000	-	-	56,722,000	0%
<b>TOTAL</b>	<b>\$ 785,241,557</b>	<b>\$ 541,086,035</b>	<b>\$ 44,736,201</b>	<b>\$ 199,419,322</b>	<b>75%</b>

## Regional Express Capital Outlay Notes

**Agency Administration** spending was at 69% of the 2007 budget. This category includes the total line of business and administrative overhead charged to capital projects. Spending is lower than expected due to a few projects that are behind schedule: Issaquah Transit Center and Totem Lake Freeway Station.

**Preliminary Engineering** spending was at 69% of the 2007 budget, \$551 thousand under the \$1.8 million budgeted for the year.

- Rainier Avenue Arterial Improvements was \$472 thousand under budget due to the City of Renton requesting a change in scope for the project, the change was approved by the ST Board in December 2007. The change in scope creates a better project in terms of ST Express Operations. ST's costs are capped by agreement.

**Final Design** spending was at 81% of the 2007 budget, \$842 thousand under the \$4.5 million budgeted for the year.

- Rainier Avenue Arterial Improvements was \$1 million under budget due to the City of Renton requesting a change in scope for the project, the change was approved by the ST Board in December 2007. The change in scope provides stronger benefit to ST Express operations and ST's costs are capped by agreement.

**ROW** spending was at 42% of the 2007 budget, \$2.4 million under the \$3.9 million budgeted for the year.

- Rainier Avenue Arterial Improvements was \$540 thousand under budget due to the City of Renton scope change request for the project.
- SR522 HOV Enhancements/Bothell was \$764 thousand under budget. The City of Bothell is the lead agency in acquiring the right-of-way and reimbursement will occur when acquisition is completed.
- Kirkland Transit Center was \$796 thousand under budget due to a delay in receiving the Kirkland City Council endorsement of the design concept, which was needed to finalize the right of way requirements. Under the new preferred alternative, it is anticipated that the right-of-way costs will not be as high as expected, which would result in phase level savings.

**Construction** spending was at 131% of the 2007 budget, \$16 million over the \$50.8 million budgeted for the year.

The following projects exceeded the forecasted budget for the year:

- S. Everett Freeway Station was \$8.5 million over budget. Construction is progressing ahead of the schedule assumed in the 2007 budget, but is anticipated to be completed within the lifetime budget.
- Ash Way Transit Access/164<sup>th</sup> SW was \$2.2 million over the 2007 budget. A contractor claim has been successfully settled for less than requested and the project will be closed pending final payment to WSDOT. The funds for claims on this project had been budgeted in the contingency phase awaiting resolution.
- SR522 HOV Enhancements/Kenmore was \$2.6 million over budget; construction had been budgeted to occur mostly in 2008. ST's costs are capped by agreement.
- I-90 Two-way Transit & HOV Operations, Stage 1 was \$4.2 million over budget. Construction began earlier than what was assumed in the 2007 budget but is anticipated to be within the lifetime budget.

The following projects were under budget for the year:

- Eastgate HOV Access was \$2.2 million under budget. The project will be completed under budget and with significant savings anticipated to transfer to East King County Program Reserves when the project is closed out.
- Totem Lake Transit Center/Evergreen Medical Center was \$2.3 million under budget. Evergreen Healthcare had to re-advertise the project, which has resulted in delays in spending.

## Link Light Rail

### Link Light Rail - Capital Outlays by Project

As of December 31, 2007

#### Current Year 2007

<u>Project</u>	<b>2007 Adopted Capital Plan</b>	<b>Annual Capital Plan</b>	<b>Annual Actuals</b>	<b>2007 actuals (over)/under 2007 Budget</b>	<b>2007 actuals as % of 2007 Budget</b>
	<i>a</i>	<i>b</i>	<i>c</i>	<i>[b-c]</i>	<i>[c/b]</i>
North Link - Northgate to 45th St	210,360	210,360	6,904	203,456	3%
University Link - PSST to UW Sta	66,808,074	66,808,074	67,818,216	(1,010,142)	102%
North Link - UW Sta to Brooklyn Sta	10,167,490	10,167,490	27,183	10,140,307	0%
Initial Segment - CPS to 154th St	406,591,937	406,591,937	358,266,195	48,325,742	88%
DSTT Capital Costs	8,973,602	8,973,602	9,175,647	(202,045)	102%
Initial Segment Project Reserve	-	-	-	-	0%
Airport Link - 154th St to 200th St	80,023,092	80,023,092	79,689,001	334,091	100%
Tacoma Link	3,779,507	3,779,507	100,380	3,679,127	3%
Puyallup Extension Study	-	-	-	-	0%
LRT Overhead Reserve	-	-	-	-	0%
<b>TOTAL</b>	<b>576,554,062</b>	<b>576,554,062</b>	<b>515,083,525</b>	<b>61,470,537</b>	<b>89%</b>

#### Lifetime Capital Plan 1997 - 2016

<u>Project</u>	<b>Adopted Capital Plan</b>	<b>Life-to-date Outlays</b>	<b>Contract Remaining</b>	<b>Budget Remaining</b>	<b>% Spent and Committed</b>
	<i>d</i>	<i>e</i>	<i>f</i>	<i>[d-(e+f)]</i>	<i>[(e+f)/d]</i>
North Link - Northgate to 45th St	9,000,000	6,412,138	22,002	2,565,860	71%
University Link - PSST to UW Sta	1,514,008,043	128,288,015	48,336,935	1,337,383,093	12%
North Link - UW Sta to Brooklyn Sta	36,991,957	19,406,604	-	17,585,353	52%
Initial Segment - CPS to 154th St	2,070,000,000	1,696,374,037	191,304,246	182,321,717	91%
DSTT Capital Costs	24,918,744	23,719,395	-	1,199,349	95%
Initial Segment Project Reserve	128,300,000	-	-	128,300,000	0%
Airport Link - 154th St to 200th St	243,600,000	129,267,548	68,277,435	46,055,017	81%
Tacoma Link	80,416,000	76,736,873	1,098,178	2,580,949	97%
Puyallup Extension Study	-	34,569	-	(34,569)	0%
LRT Overhead Reserve	-	7,928,271	-	(7,928,271)	0%
<b>TOTAL</b>	<b>4,107,234,744</b>	<b>2,088,167,450</b>	<b>309,038,795</b>	<b>1,710,028,499</b>	<b>58%</b>

### Capital Outlays Notes

Link Light Rail capital outlays through the fourth quarter of 2007 are 89% of the annual 2007 budget plan. Description of financial performance through December 2007 follows in detail by project.

## North Link – Northgate to 45<sup>th</sup> Project - Capital Outlay Notes

North Link – Northgate to 45<sup>th</sup> project capital outlays through December 2007 are only 3% of the annual 2007 budget plan. Expenditures to this project are for work that is requested as needed.

## University Link Project

### University Link - PSST to UW Station Project - Capital Outlays by Phase As of December 31, 2007

#### Current Year 2007

Phase	2007 Adopted Capital Plan	Annual Capital Plan	Annual Actuals	2007 actuals (over)/under 2007 Budget	2007 actuals as % of 2007 Budget
	a	b	c	[b-c]	[c/b]
Agency Administration	3,540,000	3,540,000	1,832,223	1,707,777	52%
Preliminary Engineering	346,074	346,074	93,108	252,966	27%
Final Design	19,551,000	19,551,000	22,829,615	(3,278,615)	117%
ROW Acq. & Permits	42,902,000	42,902,000	34,142,402	8,759,598	80%
Construction	469,000	469,000	8,920,868	(8,451,868)	1902%
Vehicles	-	-	-	-	0%
Test and Startup	-	-	-	-	0%
Contingency	-	-	-	-	0%
<b>TOTAL</b>	<b>66,808,074</b>	<b>66,808,074</b>	<b>67,818,216</b>	<b>(1,010,142)</b>	<b>102%</b>

#### Lifetime Capital Plan 1997 - 2016

Phase	Adopted Capital Plan	Life-to-date Outlays	Contract Remaining	Budget Remaining	% Spent and Committed
	d	e	f	[d-(e+f)]	[(e+f)/d]
Agency Administration	87,531,915	6,131,926	33,526	81,366,463	7%
Preliminary Engineering	25,080,905	24,798,210	137,748	144,947	99%
Final Design	93,763,279	27,559,374	36,809,989	29,393,917	69%
ROW Acq. & Permits	135,260,944	60,877,637	10,644,116	63,739,190	53%
Construction	1,030,051,000	8,920,868	711,556	1,020,418,576	1%
Vehicles	142,320,000	-	-	142,320,000	0%
Test and Startup	-	-	-	-	0%
Contingency	-	-	-	-	0%
<b>TOTAL</b>	<b>1,514,008,043</b>	<b>128,288,015</b>	<b>48,336,935</b>	<b>1,337,383,093</b>	<b>12%</b>

## University Link Project - Capital Outlay Notes

University Link project capital outlays through the fourth quarter of 2007 are 102% of the annual 2007 budget plan, or \$1.0M over plan.

In September 2007, the board approved the University Link project capital Baseline Cost Estimate (BCE) at \$1.614B, as well as to establish the baseline project completion schedule milestone as late September 2016, and authorize staff to submit a Full Funding Grant Agreement application to the FTA (Resolution R2007-20, adopted 9/27/07). In late November 2007, the University Link project budget was amended to \$1.614B when the board approved the 2008 Budget (Resolution R2007-25, adopted 11/29/07). The new budget will be reflected in Quarterly Finance Reports for 2008.

**Agency Administration** includes: Link staff costs and direct charges. The project budget does not include agency allocations after March 31, 2006. Outlays through December 2007 of \$1.8M are 52% of the annual 2007 budget plan, or \$1.7M under plan. Link staff costs are 77% of the annual 2007 budget plan, and direct charges are only 4%. Lower than expected outlays for Link staff are due to delays in transitioning staff to University Link from the Initial Segment project, where they are still working on closing out contracts. Also, higher outlays were expected by this date for direct charges related to community outreach and printing of bid documents.



**Preliminary Engineering** outlays of \$0.1M are 27% of the 2007 budget plan, or \$0.3M under plan. This phase of work was originally projected to complete in 2006. Continuing work includes: preparation of the project risk assessment, which involved design consultants and tunnel experts, and coordination with the University of Washington (UW) and other third parties.

**Final Design** outlays of \$22.8M are 117% of the 2007 budget plan, or \$3.3M over plan. High costs during 2007 include the initial payment to UW for design review and mitigation per the terms of the Master Implementation Agreement (MIA) executed in September 2007, which was not anticipated when the 2007 budget plan was developed.

**Right of Way** acquisitions of \$34.1M are 80% of the 2007 budget plan, or \$8.8M under plan; however, expenditures jumped \$15.0M during the fourth quarter of 2007. The primary reason outlays during 2007 were lower than planned is that some condemnation deposits took longer than anticipated, due in part to delays in completing environmental due diligence. The overall University Link project schedule is not adversely impacted by the delay. As of December 2007, Sound Transit has acquired 6 of the 19 property parcels certified, obtained 2 parcels through condemnation, and completed 75 of 138 relocations of owners and tenants that are needed for the construction staging area of Capitol Hill Station. Per the terms of the executed MIA, payment to UW for easement of campus properties will be made at the time of Board certification, projected to be in May 2008.

**Construction** outlays of \$8.9M in 2007 reflect the initial payment made earlier this year to UW for parking replacement per the terms of the executed Master Implementation Agreement (MIA). These costs are at variance to the 2007 budget plan, but are included in the BCE and the subsequent amendment to the Proposed 2008 Budget.

<b>North Link – UW Station to Brooklyn Station Project - Capital Outlay Notes</b>
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North Link – UW Station to Brooklyn Station project capital outlays through December 2007 are <1% of the annual 2007 budget plan. Expenditures to this project are for work that is requested as needed.

## Initial Segment

### Initial Segment - CPS to 154th Project - Capital Outlays by Phase

As of December 31, 2007

#### Current Year 2007

Phase	2007 Adopted Capital Plan	Annual Capital Plan	Annual Actuals	2007 actuals (over)/under 2007 Budget	2007 actuals as % of 2007 Budget
	a	b	c	[b-c]	[c/b]
Agency Administration	38,877,345	38,877,345	20,391,382	18,485,963	52%
Preliminary Engineering	-	-	2,462	(2,462)	#DIV/0!
Final Design	7,222,992	7,222,992	5,294,646	1,928,346	73%
ROW Acq. & Permits	3,690,036	3,690,036	6,009,476	(2,319,440)	163%
Construction	316,460,753	316,460,753	293,621,220	22,839,533	93%
Vehicles	36,387,911	36,387,911	29,806,156	6,581,755	82%
Test and Startup	3,952,900	3,952,900	3,140,853	812,047	79%
Contingency	-	-	-	-	0%
<b>TOTAL</b>	<b>406,591,937</b>	<b>406,591,937</b>	<b>358,266,195</b>	<b>48,325,742</b>	<b>88%</b>

#### Lifetime Capital Plan 1997 - 2009

Phase	Adopted Capital Plan	Life-to-date Outlays	Contract Remaining	Budget Remaining	% Spent and Committed
	d	e	f	[d-(e+f)]	[(e+f)/d]
Agency Administration	214,780,000	145,613,029	2,235,036	66,931,936	69%
Preliminary Engineering	41,170,840	41,070,932	(15,144)	115,052	100%
Final Design	154,089,301	148,819,396	4,323,560	946,346	99%
ROW Acq. & Permits	217,516,000	198,813,503	651,358	18,051,139	92%
Construction	1,292,772,859	1,072,477,910	128,201,029	92,093,920	93%
Vehicles	132,307,000	85,619,997	45,194,510	1,492,493	99%
Test and Startup	17,364,000	3,959,271	10,713,898	2,690,831	85%
Contingency	-	-	-	-	0%
<b>TOTAL</b>	<b>2,070,000,000</b>	<b>1,696,374,037</b>	<b>191,304,246</b>	<b>182,321,717</b>	<b>91%</b>

## Initial Segment Project - Capital Outlay Notes

Initial Segment project capital outlays through the fourth quarter of 2007 are 88% of the annual 2007 budget plan, or \$48.3M under plan.

**Agency Administration** includes: Link staff costs, agency costs allocated to projects, and direct charges. Capital outlays through December 2007 are \$20.4M or 52% of the annual 2007 budget plan, \$18.5M under plan. Link staff charges are 93% of the 2007 budget plan, and direct charges are 76%. Agency allocations (overhead) are only 25% of the 2007 plan through this period, because the overhead rate used to calculate accruals during 2007 is lower than that used for the 2007 budget.

**Preliminary Engineering** is complete. Activity planned for this phase represents environmental monitoring that will continue throughout construction. Capital outlays during the fourth quarter of 2007 are \$2.5K.

**Final Design** phase activity represents design services provided in support of construction. Capital outlays of \$5.3M are 73% of the 2007 budget plan, or \$1.9M under plan due to delays for C710 Beacon Hill segment work.

**Right of Way** acquisitions and permits outlays of \$6.0M are 163% of the 2007 budget plan, or \$2.3M over plan. Outlays during the fourth quarter of 2007 are for the extension of construction easements in the Rainier Valley and Tukwila segments. Expenditures exceed the annual 2007 budget plan as a result of payments during the first six months of 2007 for several high-value mediations, including a \$2.0M payment to the City of Seattle, that been planned for 2006. Although expenditures exceed the annual 2007 budget plan, lifetime outlays for this phase are forecast to be within budget.

**Construction** outlays of \$293.6M are 93% of the 2007 budget plan or under plan by \$22.8M. Of this under-expenditure, \$27.0M is for the C510 Downtown Tunnels (Pine St. and the DSTT), \$9.3M for C759 Tukwila Southcenter Boulevard Improvements, because work is delayed Spring 2008, which are partially offset by payments for construction claims this year to the contractors for C700 E-3 Busway/C810 Operations and Maintenance Facility, and C735 Rainier Valley.

**Vehicles** Outlays of \$29.8M are 82% of the 2007 budget plan, or \$6.6M under plan, because delivery of systems equipment had been delayed earlier this year. The current payment plan for this contract is tied to specific deliverables for the Initial Segment project, and the overall completion date for light rail vehicle procurement has not been impacted.

**Testing and Start-Up** outlays of \$3.1M are 79% of the 2007 budget plan, or \$0.8M under plan. Testing and training with the light rail vehicle continued during the fourth quarter of 2007, but was somewhat impacted by the unavailability of vehicle operators.

### DSTT Capital Costs Project - Capital Outlay Notes

DSTT Capital Costs capital project within Link light rail is for payment to King County Metro for debt service related to the transfer of the Downtown Seattle Transit Tunnel (DSTT). Outlays of \$9.2M through the fourth quarter of 2007 are \$.02M over the 2007 budget plan, but within the lifetime capital budget for this project.

### Airport Link

#### Airport Link - 154th to 200th Project - Capital Outlays by Phase

As of December 31, 2007

##### Current Year 2007

Phase	2007 Adopted Capital Plan	Annual Capital Plan	Annual Actuals	2007 actuals (over)/under 2007 Budget	2007 actuals as % of 2007 Budget
	a	b	c	[b-c]	[c/b]
Agency Administration	1,046,984	1,046,984	1,750,021	(703,037)	167%
Preliminary Engineering	283,016	283,016	13,953	269,063	5%
Final Design	2,872,623	2,872,623	2,735,309	137,314	95%
ROW Acq. & Permits	3,694,812	3,694,812	6,117,910	(2,423,098)	166%
Construction	68,625,657	68,625,657	64,036,801	4,588,856	93%
Vehicles	2,500,000	2,500,000	4,857,418	(2,357,418)	194%
Test and Startup	-	-	177,589	(177,589)	#DIV/0!
Contingency	1,000,000	1,000,000	-	1,000,000	0%
<b>TOTAL</b>	<b>80,023,092</b>	<b>80,023,092</b>	<b>79,689,001</b>	<b>334,091</b>	<b>100%</b>

##### Lifetime Capital Plan 1997 - 2009

Phase	Adopted Capital Plan	Life-to-date Outlays	Contract Remaining	Budget Remaining	% Spent and Committed
	d	e	f	[d-(e+f)]	[(e+f)/d]
Agency Administration	5,000,000	4,720,201	12,623	267,176	95%
Preliminary Engineering	6,884,651	5,873,901	219,006	791,744	88%
Final Design	15,593,297	13,534,499	815,624	1,243,174	92%
ROW Acq. & Permits	20,000,000	17,142,897	503,213	2,353,890	88%
Construction	173,622,052	80,167,366	59,820,422	33,634,264	81%
Vehicles	15,500,000	7,631,004	6,266,758	1,602,238	90%
Test and Startup	1,000,000	197,680	639,789	162,531	84%
Contingency	6,000,000	-	-	6,000,000	0%
<b>TOTAL</b>	<b>243,600,000</b>	<b>129,267,548</b>	<b>68,277,435</b>	<b>46,055,017</b>	<b>81%</b>

## **Airport Link Project - Capital Outlay Notes**

Airport Link project capital outlays through the fourth quarter of 2007 are just over 100% of the annual 2007 budget plan, exceeding the plan by \$0.3M.

An amendment to the Airport Link project lifetime budget is required. The single bid received for the civil construction of the SeaTac/Airport Station came in much higher than the engineer's cost estimate. As a result, the station finishes portion of the project was redesigned, and the project cost estimate has been updated. Agency staff is studying affordability within the agency's long-term financial plan and subarea financial capacity, and expect to submit the amendment for consideration by the ST Board in early 2008.

**Agency Administration** outlays of \$1.8M exceed the annual 2007 budget plan by \$0.7M. Of this amount: Link staff costs are \$0.5M, or \$0.4M over plan; agency allocations are \$0.4M, only \$34K over plan; OCIP/Builder's Risk insurance costs are \$0.8M, or \$0.6M over plan, and other direct charges are on \$16K, or \$0.4M under plan. The total budget shortfall is currently being assessed by Finance and Link, and will be addressed when the Airport Link project budget is updated in early 2008.

**Preliminary Engineering** outlays of \$14K are only 5% of the 2007 budget, or \$0.3M under plan. Preliminary engineering is complete. Activity planned for this phase represents environmental monitoring that will continue throughout construction.

**Final Design** phase activity represents design services provided in support of construction, as well as redesign of the SeaTac/Airport Station finishes package, which reached 90% completion in December 2007. Capital outlays of \$2.7M are 95% of the 2007 budget plan, or \$0.1M under plan.

**Right of Way** property acquisitions of \$6.1M exceed the 2007 budget plan by \$2.4 million, because the price of one property acquired during the first half of 2007 came in \$3.3 million over the original appraised value. As of December 2007, ST has acquired 9 of 14 certified property parcels. Two parcels may be decertified due to plan changes. Final expenditures are forecast to be within the lifetime adopted budget.

**Construction** outlays of \$64.0M are 93% of the 2007 budget through the fourth quarter of 2007, or \$4.5M under plan. Construction outlays include advance payments to the Port per the MOA. At the end of the third quarter 2007, construction outlays were reported as trending over the 2007 budget plan. This was due to an overstatement of progress reported for the Port, which has been corrected for the current reporting period.

**Vehicles** The current payment plan for this contract is tied to specific deliverables for the Airport Link project, whereas it was assumed when the 2007 budget plan was developed that outlays for vehicles would be prorated between the Initial Segment and Airport Link projects. Although outlays of \$4.8M exceed the annual 2007 budget plan by \$2.4M at year-end, expenditures reflect the current delivery and payment plan, and are forecast to be within the lifetime budget.

**Testing and Startup** capital outlays are \$0.2M. Expenditures for startup are in accordance with the Intergovernmental Agreement between Sound Transit and King County Metro (KCM) to operate the Central Link Operations and Maintenance Facility, and are distributed between the Initial Segment and Airport Link projects. The adopted 2007 budget for Airport Link includes a lifetime budget of \$1.0M for testing and startup, but the planned cash flow assumed that costs would not be distributed to the Airport Link project until later in the program, so no funds were set aside for these costs in the FY 2007 budget.

**Contingency** Surplus lifetime budget of \$6.0M for the Airport Link project has been set aside in the Contingency phase in the Adopted 2006 Budget for OCIP and Builder's Risk insurance, and agency allocated costs (overhead).

## **Tacoma Link Project - Capital Outlay Notes**

Tacoma Link project capital outlays through December 2007 are 3% of the annual 2007 budget plan.

The revenue services began for this project in August 2003. Project close out has been delayed pending final payments for a right of way settlement, and for light rail vehicle (LRV) procurement until warranty repairs are complete. Total capital outlays are forecast to be \$1.9M under budget.

## Agency Administration Expenses

### Agency Summary by Department

Staff Operating Departments - Before Expense Transfers & Transfers to Other Govts  
For the Year Ending December 31, 2007  
Budget to Actuals

	Q2 Actuals	Q2 Actuals	Q3 Actuals	Q4 Actuals	Annual 2007 Actuals	Annual 2007 Budget	Annual Actuals (over)/under Annual Budget	Actuals as % of Annual
Executive	236,930	257,181	269,714	342,915	1,106,739	1,509,869	403,130	73%
Policy Planning & Public Affairs	1,152,756	1,232,366	1,110,506	1,191,676	4,687,304	5,094,164	406,860	92%
Legal	572,005	633,813	583,523	711,287	2,500,628	2,774,643	274,015	90%
Finance & Information Technology	2,399,057	2,781,009	2,805,550	3,039,772	11,025,388	12,329,278	1,303,890	89%
Link Light Rail	2,782,789	2,699,560	2,949,943	2,969,595	11,401,887	12,662,479	1,260,592	90%
Capital Projects	870,980	770,513	673,946	782,518	3,097,957	3,923,025	825,069	79%
Corporate Services	1,677,303	2,197,827	1,701,742	1,909,841	7,486,713	8,399,998	913,285	89%
Transportation Services	1,015,495	1,148,508	1,121,919	1,208,882	4,494,803	5,876,654	1,381,851	76%
Non-Departmental	985,039	967,074	961,242	924,856	3,838,211	4,623,530	785,319	83%
<b>TOTAL</b>	<b>\$ 11,692,355</b>	<b>\$ 12,687,849</b>	<b>\$ 12,178,084</b>	<b>\$ 13,081,341</b>	<b>\$ 49,639,630</b>	<b>\$ 57,193,641</b>	<b>\$ 7,554,010</b>	<b>87%</b>

## Expenses and Capital Outlays

### Staff & Other Expenses

For the Year Ending December 31, 2007  
Budget to Actuals

	Q1 Actuals	Q2 Actuals	Q3 Actuals	Q4 Actuals	Annual 2007 Actuals	Annual 2007 Budget	Annual Actuals (over)/under Annual Budget	Annual Actuals as % of Annual Budget
Salaries & Benefits	8,416,255	8,334,755	8,390,142	8,768,800	33,909,952	36,836,837	2,926,885	92%
Services	1,556,287	2,058,327	1,824,295	2,012,349	7,451,258	10,213,086	2,761,828	73%
Materials & Supplies	210,380	246,081	204,611	418,269	1,079,341	1,521,189	441,848	71%
Miscellaneous Expenses	232,784	710,954	477,738	612,926	2,034,402	2,399,464	365,062	85%
Leases & Rentals	463,407	458,686	472,039	481,423	1,875,555	2,009,944	134,389	93%
Other Expenses	304,763	362,646	350,556	353,800	1,371,765	1,576,509	204,744	87%
Depreciation	508,479	516,401	458,703	433,774	1,917,357	2,636,612	719,255	73%
<b>Gross Staff Operating Expenses</b>	<b>\$ 11,692,355</b>	<b>\$ 12,687,850</b>	<b>\$ 12,178,084</b>	<b>\$ 13,081,341</b>	<b>\$ 49,639,630</b>	<b>\$ 57,193,641</b>	<b>\$ 7,554,011</b>	<b>87%</b>
Expense Transfers	(7,241,108)	(7,637,672)	(7,431,622)	(7,968,808)	(30,279,209)	(35,755,192)	(5,475,983)	85%
<b>Net Staff Operating Expenses</b>	<b>\$ 4,451,247</b>	<b>\$ 5,050,178</b>	<b>\$ 4,746,462</b>	<b>\$ 5,112,533</b>	<b>\$ 19,360,421</b>	<b>\$ 21,438,449</b>	<b>\$ 2,078,028</b>	<b>90%</b>
<b>Other Expenses</b>								
Staff Operating Projects	1,574,143	3,481,169	4,334,385	2,970,917	12,360,615	28,095,259	15,734,644	44%
Transit-Oriented Development	5,463	81,742	1,501	(13,151)	75,555	407,080	331,525	19%
STart	8,110	10,216	13,048	25,035	56,409	412,299	355,890	14%
Community Development Fund	30,708	405,241	512,840	160,774	1,109,563	1,691,516	581,953	66%
Debt Service Costs	64,779	65,806	66,234	2,216	199,035	1,940,447	1,741,413	10%
Non-Capitalizable LOB expenses	515,503	2,185,552	2,011,692	1,290,216	6,002,963	7,963,595	1,960,632	75%
<b>Total Other Expenses</b>	<b>\$ 2,198,707</b>	<b>\$ 6,229,726</b>	<b>\$ 6,939,700</b>	<b>\$ 4,436,007</b>	<b>\$ 19,804,140</b>	<b>\$ 40,510,196</b>	<b>\$ 20,706,056</b>	<b>49%</b>
<b>Grand Total Operating Expenses</b>	<b>\$ 6,649,954</b>	<b>\$ 11,279,904</b>	<b>\$ 11,686,163</b>	<b>\$ 9,548,540</b>	<b>\$ 39,164,561</b>	<b>\$ 61,948,645</b>	<b>\$ 22,784,084</b>	<b>63%</b>

## **Staff Operating Notes**

**Salaries and Benefits** were below budget by \$2.9M, or 8%, at the end of the year. This is due to lower than budgeted headcount, which directly affects these expenditure levels. There were 324 filled corporate department positions on December 31 compared to 361 budgeted corporate department positions.

**Services** were below budget by \$2.8M, or 27%, at the end of the year. Many of the larger services expenses anticipated did not occur as planned.

**Materials and Supplies** were below budget by \$441K, or 29%, at the end of the year. The largest variances were for less than anticipated spending in the communications and information technology divisions.

**Miscellaneous Expenses** were below budget by \$365K, or 15%, at the end of the year. Contingency is part of this account category which has remained largely unspent to date.

**Leases & Rentals** were below budget by \$134K, or 7%, at the end of the year. This category includes administrative facilities rent, parking garage lease and meeting space rentals.

**Other Expenses** were below budget by \$205K, or 13%, at the end of the year. This category includes insurance, utilities, taxes and interest.

**Depreciation** was below budget by \$719K, or 27%, at the end of the year. Included in the category is depreciation on assets such as fleet vehicles, Union Station building, Furniture and Fixtures, Computer Equipment, Office Equipment, Software and Capital Leases.

**Expense Transfers** were below budget by \$5.5M, or 15%, at end of the year. This category represents the allocated overhead dollars that are transferred to capital and operating projects. This category was under budget due to \$7.6M in overall lower spending in the staff operating departments compared with the budget.

## **Other Non-Operating Expense Notes**

**Other Operating Projects** was below budget by \$15.7M or 56%, at the end of the year. This category includes operational spending for Research & Technology, Fare Integration, Phase 2 Planning, and East Corridor Planning. In Fare Integration, \$1.2m was budgeted to provide reimbursements to partner agencies for smart card implementation expenses, but only \$517k was requested by partner agencies. Phase 2 Planning expenses came in below budget, in part because extensive analysis (planning and engineering) that was anticipated for the period between the Draft and Final ST2 Plans became unnecessary. The 2007 East Corridor Planning budget anticipated an accelerated schedule for a draft Environmental Impact Statement (EIS). Subsequent ST2 planning led to a decision to relax the EIS schedule.

**Transit-Oriented Development** was below budget by \$332K, or 81%. These funds are for transit-related studies and are only spent as needed.

**STart** was below budget by \$336K, or 86%, at the end of the year. The operating expense budget for STart is for repairing and maintaining art as it is needed.

**Community Development Fund** was below budget by \$582K, or 34%, at the end of the year, due to fewer than anticipated mitigation payments.

**Debt Service Costs** were below budget by \$1.7M, or 90%, at the end of the year reflecting a current assumption of full capitalization to capital projects. The capitalization of interest is subject to change as part of the analysis for the final year end audited financial statements.

**Non-Capitalizable LOB Expenses** was below budget by \$1.9M, or 25%, there were fewer than anticipated Non-Capitalizable costs for yearend.

## Subarea Fourth Quarter 2007 Summaries

### Subarea -4th Quarter Summaries

#### Subarea Revenue Summary Millions YOES

2007 Tax Revenues	Snohomish	North King	South King	East King	Pierce	Regional Fund	Total
Dec Annual Budget	43.2	85.8	61.0	89.5	63.4	0.0	342.8
Dec Annual Actual	44.4	91.1	62.5	93.3	62.0	0.0	353.4
\$ Variance	1.2	5.3	1.6	3.8	-1.4	0.0	10.5
% Variance	2.7%	6.2%	2.6%	4.3%	-2.2%	-	3.1%
2007 Farebox Revenues							
Dec Annual Budget	2.7	0.0	2.7	6.5	5.0	0.0	16.9
Dec Annual Actual	3.2	0.0	3.4	8.6	6.5	0.0	21.7
\$ Variance	0.5	0.0	0.8	2.0	1.6	0.0	4.9
% Variance	19.8%	-	28.9%	30.7%	31.3%	-	28.8%
2007 Grant Revenues							
Dec Annual Budget	0.3	47.2	39.2	3.3	6.4	0.0	96.3
Dec Annual Actual	4.5	61.7	36.2	1.1	7.6	0.0	111.0
\$ Variance	4.2	14.5	-3.0	-2.2	1.2	0.0	14.7
% Variance	1643.8%	30.8%	-7.6%	-67.5%	18.6%	0.0%	15.3%
2007 Other Revenues							
Dec Annual Budget	0.2	0.3	0.0	0.1	0.3	12.2	13.0
Dec Annual Actual	0.9	1.6	2.8	0.4	2.6	20.7	29.0
\$ Variance	0.7	1.3	2.8	0.3	2.3	8.5	16.0
% Variance	407.6%	469.7%	15191.1%	488.4%	920.5%	70.2%	123.8%

#### Subarea Operating Expense & Capital Outlay Summary Millions YOES

2007 Transit Operating Expenses	Snohomish	North King	South King	East King	Pierce	Regional Fund	Total
Dec Annual Budget	22.1	-	33.8	44.1	46.2	-	146.3
Dec Annual Actual	18.6	0.3	30.3	41.1	40.4	-	130.6
Percent Spent	84.1%	-	89.8%	93.2%	87.3%	-	89.3%
2007 Other Operating Expenses							
Dec Annual Budget	0.1	0.6	(0.3)	1.6	1.9	58.0	61.9
Dec Annual Actual	0.3	(2.9)	(0.8)	2.4	1.0	39.2	39.2
Percent Spent	NA	NA	NA	NA	NA	NA	NA
2007 Capital Outlays							
Dec Annual Budget	84.4	356.7	253.2	56.7	74.1	4.0	829.1
Dec Annual Actual	75.1	323.2	210.9	56.2	32.7	3.1	701.2
Percent Spent	89.0%	90.6%	83.3%	99.1%	44.2%	76.1%	84.6%
2007 Lifetime Capital Outlays							
LTD Budget	610.0	3,174.5	1,324.1	653.4	702.9	23.5	6,488.5
LTD Actual	468.7	1,436.5	976.1	365.1	451.6	40.2	3,738.2
Outstanding Contracts	17.5	207.1	113.7	34.3	19.5	5.2	397.2
Percent Spent or Committed	79.7%	51.8%	82.3%	61.1%	67.0%	192.8%	63.7%

#### Subarea Net Asset Summary Millions YOES

2007 Net Asset Summary	Snohomish	North King	South King	East King	Pierce	Regional Fund	Total
Invested Capital Assets	-	-	-	-	-	-	-
Restricted	5.8	19.6	36.1	-	23.7	-	85.1
Unrestricted	278.3	1,047.8	596.4	370.8	392.1	-	2,685.4
<b>Total Net Assets</b>	<b>284.1</b>	<b>1067.3</b>	<b>632.5</b>	<b>370.8</b>	<b>415.7</b>	<b>0.0</b>	<b>2,770.4</b>